



Motorcycle and sidecar inn Herbert Robinson garage during reliability trial, 1930s 105.10

Cambridge MOTORCYCLING Chronicle

c.26.4855 – motor cycles

1903 02 23

The Cambridge Corn Exchange exhibition of cycles and motors has become an annual event. Motors and motor cycles are as yet in their infancy and each year sees great strides taken towards perfection. There are on view some fine, up-to-date specimens of motor cars. The Mayor said he was a cyclist of some years' standing but his experiences of motor cars was very limited. He had been for a ride on a motor car, and thoroughly enjoyed it. Manufacturers were handicapped by stringent laws as to the pace motors might travel over public roads. While so many horses were about it was startling for them to find a vehicle coming at 20 miles an hour and making rather a peculiar noise. 03 02 23

1903 08 29

Motor cycle reliability trials are taking place at the Crystal Palace. One Cambridge competitor, Mr W. King, of Messrs King and Co, Bridge Street, has been holding his own on a 'King' machine manufactured by the firm. The machine is $2\frac{3}{4}$ hp which took a gold medal for the best motor cycle of its class in February 1902. Journeys of about 150 miles are being made daily and then the machines go back to the Palace and are locked up. Next morning the competitor is allowed time to fill up and then set off on another journey. The 'King' machine is doing well and all interesting in motoring in Cambridge will wish it continued success. 03 08 29

1904 08 29

The 'King' machine manufactured by the Cambridge firm of Messrs W. King and Co. of Bridge Street has been awarded a silver medal in the motor-cycle reliability trials. This is not the first success the motor-cycle has achieved and the reliability of this high-class machine has been amply demonstrated. It was ridden by Mr King, a member of the firm, but during a stop for luncheon at the Lamb Hotel Ely a certain meddlesome individual removed the trembler spring from the induction coil

of the machine. This piece of wanton mischief has resulted in an award of £100 being offered by the Star Cycle Company. CDN 29.8.1904

1907 07 16

Messrs King and Co are displaying a number of cycles and motor cycles at Cambridge Corn Exchange. There is with a 'Rex' motorcycle which can be bought for 24 guineas, one of the cheapest on the market, and the 'King' bicycle with Crabbe brakes, Warwick tyres, Hyde free-wheel, Perry chain and Brooke's saddle, costs six guineas. Standardisation of parts has indeed wrought a revolution in the cycle industry. 07 07 16

King motorcycle history 60 03 28

1908 03 12

Cambridgeshire Motor-Cycle Club has been formed to organise club runs, hill climbs, speed judging and petrol consumption trials. It will also provide legal information and touring facilities. Officers include W. King, H.H. Harper, A.R. Marshall and Col. Harding of Madingley Hall. It is intended for motor-cycles – cycles and tri-cars, not car owners 08 03 12d

1910

1914 05 01

Even the casual observer cannot fail to have noticed the remarkable increase in the number and variety of motor cycles and their greatly increased popularity not only among the young bloods of the Varsity but among staid and sober individuals of maturer ages and less agility. At Robinson's Motor Cycle Garage in Green Street one can have one's machine stored, cleaned and kept in tune and where, should occasion unfortunately arise, have it repaired by workmen who are not mere 'bodgers' but really skilled in this class of work 14 05 01c

1911 05 26

An impudent robbery was committed at Robinson's Motor Cycle Garage in Green Street. The lock was forced and a couple of 1911 Triumph motor-cycles stolen together with two complete suits of the most expensive motor-cycle waterproof clothing, sparking plugs, repair outfits and goggles. The thieves were evidently possessed of a nice discrimination for they took only the best they could lay their hands on. The Triumphs are the thoroughbred of the motorcycle world and would sell at sight for a large sum anywhere. They could easily average 30mph so that the thieves would have had no difficulty in getting to London before the loss was discovered. 11 05 26h

1915 09 17

Motorcyclists testing machines on Huntingdon Road 15 09 07

1919 10 15

Scenes during railway strike – lorries, traction engine, milk churn in motorcycle sidecar – photos – 19 10 15c

1920

1920 01 28

Fined. Penalties amounting to 30s. were imposed at Cambridge Police Court on Friday on Eric Scot Burns, 'undergraduate' of St Catharine's College. He was proceeded against for driving without an identification plate; and for driving a motor cycle without a licence at the same time and place and for driving a motorcycle without a silencer in Hills Road on January 19th. He admitted each of the offences and was fined 10s in each case 20 01 28

1922 02

A grocer and his wife: separation order granted within a year of marriage ... unpleasantness occurred a few weeks after marriage. In July she purchased a motor cycle combination for £119. When she asked

him to take her for a ride he struck her on the jaw. Husband said it was his wife's suggestion that he should have a sum of money and the motorcycle combination and go away from her up North again.

1924 06 16

Motorcycle accident, Christs Lane, p3

1950

1950 02 27

Four firemen suffered superficial injuries when the Linton fire tender in which they were riding overturned into a ditch when on the way to deal with a chimney fire at College Farm, Horseheath. The accident followed a violent skid on the icy roads. The injured were Firemen Leonard Morley, J. Morley, Noakes and Gurr. The officer in charge went on to the fire by motorcycle. The fire engine was not badly damaged, but a pump trailer which had been pulled at the rear will require extensive repairs

1952 06 03

Ever since he was a young lad "Shorty" Hallen has been fascinated by motor cycles. Some 20 years ago he started a business of his own in a small shed in Chesterton. Then in 1936 he opened his showrooms at Chesterton Road, Cambridge. Now he has opened another shop at the Bridge Garage, St Ives. Who could have visualised that the rather tumbled-down buildings could have been turned into the magnificent premises they now are? Instead of a musty-looking building it is a brightly painted, well set out and amply stocked showroom with everything for the motor cyclist. It will add to the usefulness, drawing capacity and charm of the town. c52 06 03

1953 08 21

An ever-increasing number of Vespa Clubs is being formed as more and more people from all walks of life decide to solve their transport problems by becoming owners of Vespa two-wheel runabouts. The latest in this international league is the Cambridge Branch. A large number of onlookers was attracted by the sight of a fleet of Vespas parked outside The Anchor, Silver Street while the owners met. The first outing will be a run to the Ferry Boat Inn on Sunday. 53 08 21

1954 01 08

Motor cycle scrambles have gradually caught on and last year the number of spectators has reached 10,000, the Centaur Motor Cycle Club were told at their annual dinner dance at the Dorothy. Mr L.W. Hallen, who was celebrating 21 years of business, welcomed a local prodigy, Mr Tommy Price the former World Champion speedway rider. Mr George Savage, 'Dickie' Davies and Aubrey Thompson – men whose names are bye-words in the motorcycling world – were also present. Highlights of the year included trick riding events arranged as part of the Coronation celebrations and the revival of the old game of grass track racing 54 01 08

1954 03 09

Mr L.W. Hallen started his motor cycle trading 21 years ago in a low-roomed malting shed opposite Union Lane corner and shortly afterwards acquired premises in Hawthorn Way. During the war Government contracts for repair work on RAF vehicles helped the firm to expand and premises which were a dance hall were converted to the use of the business. They have now opened a spacious new showroom on the site of former almshouses that jutted on to Union Lane. Their empire now occupies an extensive stretch of Chesterton High Street. 54 03 09

1954 12 23

One cold December night just before Christmas 1933 a dozen motor cycling enthusiasts gathered in a room over a public house in Chesterton and decided to form the Centaur Motor Cycle Club. Pre-war it was mainly a social club catering for the weekend rider. With war came petrol rationing and shortage of oil but the club somehow kept going. In 1945 it began to get back on its feet, organising the first scramble at Caxton. They then pioneered events such as trials, grass track racing and sidecar events.

Now, 21 years later, over 160 members crowded into the Dorothy Restaurant to celebrate the club's coming-of-age CDN 23.12.1954

1955 07 26

Cambridge police may use 'Vespa' motorcycles to combat the shortage of officers and reduce overtime. They are currently under-strength but by using police on Vespas on the outskirts of the city could increase mobility at a reduced cost. It would cost £1,440 to purchase eleven machines together with £300 for clothing and equipment and £600 for petrol but would enable a saving of £4,000 a year.
55 07 26

1955 09 24

Police issued with motor scooters – cartoon – 55 09 24a

1955 12 13

Current trends in two-wheeled transport seem to be moving in favour of the motor-scooter. Now Hallens have opened a new showroom in Fitzroy Street, Cambridge devoted solely to scooters and 'mopeds' (known to the uninitiated as auto-cycles) which illustrates the increased public demand for this form of transport. 55 12 13

1956 03 20

Hallen's presented a feast of films to suit the taste of motor cyclists. Most were manufacturer's promotions but it was the film produced locally which aroused the most interest. It presented an entertaining picture of local scramble scenes with shots of local characters and celebrities. Those attending can also inspect the improvements to the workshops with special stands for the repair of the increasingly popular auto-cycle and scooter forms of transport. 56 03 20a

1956 11 01

A Lambretta Service Station has been opened by King and Harper at their Milton Road branch. It features all the necessary service tools and equipment. Now routine checks can be completed in a matter of minutes with even the most extensive overhaul carried out within a week. Cambridge people have been quick to adapt to this modern form of transport and already own many hundreds of machines. For many housewives, typists and office workers the scooter is here to stay. 56 11 02b

1959 10 22

Brian Stonebridge, the ace scrambler, was sponsored by King and Harper and had several seasons riding BSA and Francis Barnett machines. Later he rode Matchless, then moved to B.S.A. to become one of their 'works' riders. Recently he went to work for Invacar, producing the Greeves motor cycles which were used for scrambles. He was killed when his Austin Atlantic coupe collided with an Austin 16 and was then hit by a lorry. 59 10 22

1960

1960 01 03

The 'Grand Old Man' of Cambridge cycling, Mr C.M. Woods, was secretary of the New Chesterton Cycling Club for 35 years. He arranged ten motor and cycle race meetings on the Amalgamation Ground in Queen's Road and was sports secretary for the Mammoth Show on Jesus Green which included the famous rodeo which attracted a record 'gate' of 35,000 people. During his career he came into contact with many famous cyclists including Albert White, Jack Sibbit, Ernie Payne and Reg Player. 61 01 03

1961 11 21

The Cambridge Scooter Club is a new 'all-makes' club which also caters for three-wheelers. It will organise social activities, displays and film shows. However the Cambridge Lambretta Club specialises on topics such as scooter care and maintenance. Its members have completely dismantled

and reassembled a machine to gain a better insight of its works and electrics. Members average 120 miles a week with almost all using their machines every day. 61 11 21

1963 03 13

Police motor scooter fleet – photo – 63 03 13

1963 12 17

Centaur Motor Cycle Club organises training scheme for motor cycle and scooter riders - 63 12 17

1970

1973 05 31

The skid-lid industry is booming in Cambridge where sales of motor cycle crash helmets are rocketing. The reason for the boom is the June 1st deadline when police start enforcing the new law that all riders of motor-cycles must wear securely-fastened crash helmets. While 80 per cent of motorcycle owners currently wear crash helmets far fewer passengers own or wear them. Now they will have to. At Halfords in Bridge Street, Cambridge a spokesman said their sales were up by at least 50 %. Hallens of Cambridge, probably the city's biggest motor cycle and accessory firm said; "Saturday was chaotic"

1974 08 17

Ossie Neal motorcycles, p5

1975 08 09

Cambridge's top businessmen are swapping their bowlers for crash helmets and joining the motor-bike brigade. Mr Andy Lee, who has been in the trade for 16 years said: "It's my best year ever". His customers include doctors, housewives and businessmen. They are just the latest recruits to a fast growing army who are finding that motorcycles can be more fun than four wheels

1980

1983 04 25

Hallen's of Cambridge is celebrating its golden jubilee. It was founded in 1933 as a used motor-cycle dealership soon moved to premises in Chapel Street, Chesterton which it shared with a haulage business, fish and chip shop and furniture removal firm. Today these premises still house the motorcycle service and parts centre. It then moved into a former dance hall in Union Lane which became the first car workshop and stores. During the war it was requisitioned with a new workshop and an air raid shelter underneath 83 04 25 supp p10